

## SERVICE PROCEDURES

Thunder Tiger strives to bring you the highest level of quality and service we can provide. We race and test our products around the world to bring you state-of-the-art items. Thunder Tiger guarantees that you should enjoy many hours of trouble free use from our R/C products. Thunder Tiger products have been sold worldwide through the authorized distributors that are supported directly and rapidly from Thunder Tiger. You may find that Thunder Tiger is always pursuing to explore new items creatively with highest quality. To update the latest product information and to get the best technical support, please feel free to contact your local hobby shops or Thunder Tiger authorized distributor.

## PARTS LIST / CARBURETOR

	Description	Item No.
A	CARBURETOR BODY SET	PN1331
B	CARB ROTOR ASSY	PN1332
C	NEEDLE VALVE ONLY	PN1333
D	SPRAY BAR ASSEMBLY	PN1334
E	NEEDLE VALVE ASSY	PN1335
F	THROTTLE LEVER	PN1336
G	BOLT & FUEL INLET	PN1007
H	RATCHET SPRING	AA1025B
I	O RING SET, CARB	PN1337
J	MIX. MET. SCREW SET	PN1338
K	THROTTLE ROTOR SET	PN1339
L	NEEDLE HOLDER SET	PN1340

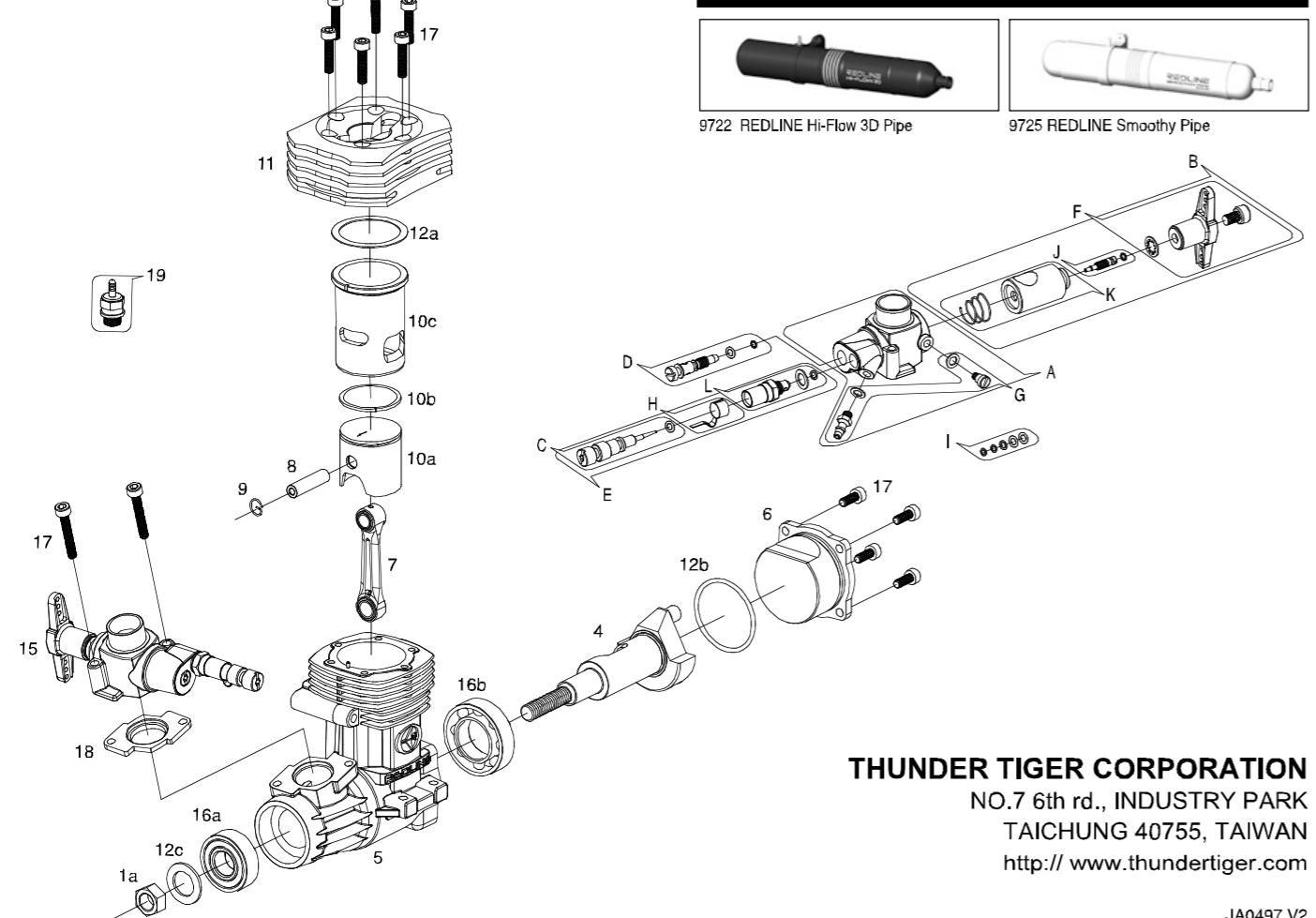
## THUNDER TIGER 3 YEARS LIMITED WARRANTY

Your engine is guaranteed to the original purchaser to be free from defects in materials and workmanship for a period of 3 years from the date of purchase when returned for service accompanied by proof of purchase (register receipt, credit card invoice, etc.). Crash damage or problems caused by improper use are specifically not covered under this warranty. Damage caused by customer disassembly, use of improper or substandard fuel, use of improper accessories (such as propellers, glow plug, etc.) or any use of product other than its specific intended use will automatically void this warranty.

## PARTS LIST / ENGINE

	Description	Item No.
1a	PROP NUT	AA0025B
4	CRANKSHAFT	AA2257
5	CRANKCASE	AN2251
6	BACKPLATE SET	AA2262
7	CONNECTING ROD	AN2258
8	WRIST PIN ASSEMBLY	AA0337
9	CIRCLIP	AA0327
10a	PISTON	AN2261
10b	PISTON RING	AA0274
10c	CYLINDER/SLEEVE	AA2252
11	CYLINDER HEAD	AA2256-R
12a	CYLINDER GASKET	PN0311
12b	O-RING	AA1685
12c	WASHER	AA0757
15	CARBURETOR ASSEMBLY	9749
16a	FRONT BALL BEARING	AMV1438L
16b	REAR BALL BEARING	AMV6902
17	SCREW SET	PN0292
18	THERMAL INSULATOR	AA1491
19	GLOW PLUG	9775

## OPTIONAL PARTS



## ■ ELECTRIC STARTER & HEXAGON STARTING SHAFT

Use an electric starter with hexagon starting shaft and connecting with 12 Volt battery to start the engine. A Thunder Tiger #2674, #2675 Starter and #3801 EXTENSION SHAFT are recommended.



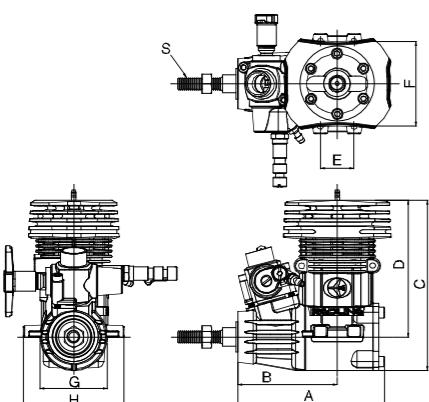
## ■ FUEL LINE

Choose a high quality, silicone fuel line (#1177) for use with your Thunder Tiger engine.



## ■ INSTALLATION

The main basic dimensions of the RL-53H are shown as below. Follow the helicopter model instruction manual to mount your engine securely to the rigid engine mount and cooling fan & clutch unit. Then install into the helicopter. Make sure the mounting surfaces are absolutely flat and parallel to avoid engine distortion (bearings, crankcase...) and power loss.

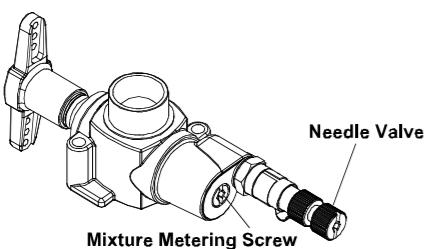


	A (mm/in)	B (mm/in)	C (mm/in)	D (mm/in)	E (mm/in)	F (mm/in)	G (mm/in)	H (mm/in)	S (thread)
RL-53H	76.2/3.00	51.7/2.04	88.5/3.48	71/2.80	17.5/0.68	44/1.73	35.0/1.38	52.0/2.05	1/4-28 UNF

## ■ BREAK-IN / RUN-IN PROCEDURES

Proper break-in is critical to the life of any model engine. Because your Thunder Tiger RL series engine has been precision-made from quality material and is ringed type engine, a prolonged break-in period is not necessary. In fact, only a simple running-in procedure is required. The break-in period can take place on your model or on a test stand. You should set the engine on "rich" condition to run-in the engine.

## ■ CARBURETOR ADJUSTMENTS



The carburetor installed on RL engine is specially designed for the high performance RL helicopter engine and provide the proper air-fuel mixture automatically for helicopter flying at any throttle operating range.

Since the carburetor has been pre-set at the factory, large adjustments of this carburetor should not be required. However, under different operating conditions, minor re-adjustments may be required. These conditions include set-up of the helicopter, glow plug used, and weather conditions.

### ■ IMPORTANT

Before trying to adjust the carburetor, please note the following issues. In helicopters, engine failure in flight as a serious problem, especially for the inexperienced modeler. It can mean loss of control and resulting crash.

For ensuring safe and reliable control on the helicopter flight, it is a must that the engine keeps running and that the throttle has quick and reliable response. Therefore, the carburetor adjustment is very important for the helicopter and this should be done with great care to obtain an optimum throttle response. In the helicopter flight, the throttle response on the medium speed range with the partial throttle opening is very important. Because, medium speed range is widely used in the flight. On this carburetor, only two adjustable controls are provided.

- 1) Needle Valve – This valve controls the mixture strength of the engine speed range from half to fully opened throttle.
- 2) Mixture Metering Screw—This screw controls the mixture strength of the speed range from idling to half opened throttle. Basically, the adjustment of this Mixture Metering Screw is to obtain the steady idling and smooth acceleration response.

Please note the best mixture strength around half opened throttle is obtained with the balanced controls of both Needle valve and Mixture Metering Screw.

### ■ SETTING BEFORE ENGINE STARTING

Close (turn clockwise) the Needle Valve until it stops. Open the Needle Valve 3 turns from the closed position.

Make sure that the throttle linkage is set so that the throttle rotor is fully open when the transmitter stick is move to full high speed position and that the throttle rotor is fully closed when both the throttle stick and throttle trim lever are moved to the lowest position.

### ■ ADJUSTMENT

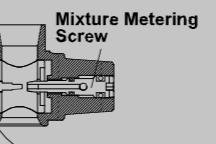
Following procedures are recommended to adjust the carburetor. Adjustment low speed performance (range from idle to 1/3 opened throttle)

- 1) Start the engine with transmitter throttle stick fully down and the throttle trim level set the neutral position.
- 2) Set the throttle trim lever so that the engine runs with highest idling rpm but without engaging the clutch.
- 3) Increase the engine speed by advancing the transmitter throttle stick gradually until the helicopter just lift up (floats) from the ground. Warm up the engine by keeping above floating condition for approximately 10 seconds then slowly reduce the engine speed, land and allow the engine to idle for a while.
- 4) Repeat above procedure several times. If the engine tends to hesitate or stop after hesitation, the mixture at idle is not correct. Generally speaking, if the mixture at idle is too rich, the engine stops abruptly with short hesitation when the throttle is opened. On the other hand, if the mixture is too lean, the engine will hesitate a little longer with weakened exhaust sound.

- 5) If the engine runs with hesitation but does not stop then try to increase the engine speed by means of the transmitter. Try to hover the helicopter, maintaining the altitude of approx. 1 ft or 30cm from the ground, then carefully watch the exhaust smoke and will feel lazy throttle response. If the mixture is too lean, the engine runs with higher pitched exhaust sound, without any or very low exhaust smoke then the speed will be reduced showing overheating tendency and the helicopter is hard to continue hovering.
- 6) After you find the condition of the mixture, turn the Mixture Metering Screw 1/12 turn at a time, according to the mixture, by using a small screw driver to correct the mixture. If it is too rich, turn the screw clockwise. If it is too lean, turn the screw counter-clockwise.

### Note

Adjust the screw to make the head is flush with the carburetor body. This is the factory setting position.



### ■ ADJUSTMENT HIGH SPEED PERFORMANCE

The optimum Needle Valve setting is usually 1/4~1/2 turn closed from the starting position (i.e 3 turns open from the fully closed position). It depend, of course, on 1) The individual characteristics of helicopter and its engine/muffler installation, 2) the fuel used and 3) atmospheric conditions.

The Needle Valve should be gradually closed until the highest performance is obtained in flight at full power.

However, take care not to close the Needle Valve to a too lean setting and risk overheating the engine, in the pursuit of maximum performance.

### ■ ADJUSTMENT MIDDLE RANGE PERFORMANCE

As previously stated, in helicopter flight, throttle response at medium (hovering) speeds is most important. If the Mixture Metering Screw (low speed) and Needle Valve (high speed) are properly balanced, the mixture will be correct, through the medium speed range.

If, however, minor re-adjustments prove to be necessary for the best possible throttle response, proceed as indicated by the following symptoms and required corrective action:

- 1) If the mixture at middle range is lean, gradually increased engine speed is accompanied by diminished exhaust smoke and a high-pitched exhaust sound if hovering is prolonged. In extreme cased, the engine will overheat and lose speed, so that hovering cannot be maintained. In this event, open the Needle Valve 1/24~1/12 turn and turn the Mixture Metering Screw 1/12~1/8 turn counter-clockwise.
- 2) If the mixture at middle range is too rich, positive and quick throttle response will not be obtained, the exhaust smoke will be dense and the exhaust sound will be lower, probably accompanied by fuselage vibration. In this even, close the Needle Valve 1/12~1/6 turn and turn the Mixture Metering Screw 1/12~1/8 turn clockwise.

### Note

It is most important to make the Needle Valve adjustment in small increments of not more than 1/24~1/12 turn and the Mixture Metering Screw adjustment not more than 1/12~1/8 turn as advised, when seeking optimum middle range throttle response. Excessive re-adjustment will upset either low speed performance or high speed performance. Carry out re-adjustments patiently until the best balance of idling, hovering and high speed performance is achieved and the engine responds quickly and positively to the throttle control. Throttle response at hovering speeds is also affected by the relationship of the main rotor pitch angle to throttle opening. If the optimum middle range, throttle response cannot be obtained by the carburetor adjustments described above, try adjusting the helicopter's pitch control characteristics.

## ■ ROTOR HEAD RPM

For most of the 50 size helicopter, it's recommended to set the rotor blade rpm (head speed) as follow setting:

Normal: 1450 ~1550 rpm

Idle Up/Aerobatic: 1950~2050 rpm.

Normally, the gear ratio for the 50 size helicopter is around 8.5~8.7. So you can set the throttle/pitch curve on the transmitter to match the head speed setting.

It's also recommended to use the governor device to control the rotor speed. Please follow the governor manual that supplied by the manufacture to do the installation and setting. Thunder Tiger #8030 Zero  $\alpha$  governor with high performance that is recommended.



## ■ ENGINE CARE

Always keep the outside of your engine clean. Use clean, fresh fuel can keep your fuel can, pump, and fueling system free from dirt particles. Install a fresh filter between the fuel tank and carburetor, and between your fuel pump and filling line to prevent any dirt from entering your engine.

Model fuel contains alcohol, which is hydroscopic (meaning that it attracts moisture from the atmosphere). This can cause corrosion to the internal engine parts. After each flying session, run all the fuel out from inside the engine by disconnecting the fuel line from the carburetor. If you will not be using your engine for a while, we suggest removing the engine from the model, liberally and applying 4 or 5 drops of after-run oil (Marvel Mystery Oil, Prather, Pacer, etc.) into the carburetor and glow plug hole, and wrap your engine in a soft cloth and store in a sealed plastic bag.

Do not dismantle your engine unnecessarily, as this may upset precision fits such as piston/cylinder and crank pin/connecting rod assembly. If it is necessary to clean your engine completely (such as after a crash), remove only the muffler, backplate, and cylinder head. Flush the entire engine with fresh fuel and reassemble. Apply after-run oil to the engine and store or re-install the model. Do not disassemble your engine further than described above, or your warranty may be voided.

If you have to dismantle the piston/ring and connecting rod set from the engine, you must take care the direction when you re-install the piston/ring and connecting rod set. The incorrect installation will cause serious damage of the engine. On the piston, there is a small pin in the piston ring groove. The function of this pin is to fit the ring no rotating during engine is running. So when you re-install the ring into the piston, you have to adjust the ring open gap around the pin. There is a "arrow" mark on the piston top surface. When you install the piston/ring and connecting rod set, the arrow must be toward to the front direction of the engine. Please refer the following drawing to install of the piston/ring and connecting rod set.

Apply after-run oil to the engine and store or re-install into the model. Do not disassemble your engine further than described above, or your warranty may be voided!

